



AEROSPACE ACCIDENT INVESTIGATIONS

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AFI 51-503, 9 August 2002, is supplemented as follows: This supplement applies to all military and civilian personnel assigned to United States Air Forces in Europe (USAFE) units, including Air Force Reserve and Air National Guard personnel when their units are assigned or attached to USAFE units. Maintain and dispose of records created as a result of prescribed processes in accordance with Air Force Records Disposition Schedule in Web-RIMS.

SUMMARY OF REVISIONS

This document is substantially revised and must be completely reviewed.

2.1.4. The following North Atlantic Treaty Organization (NATO) Standardization Agreements (STANAG) address notification of, response to, investigation of, and dissemination of information about aircraft and missile accidents: NATO STANAG 3101 (*Exchange of Accident/Incident Information Concerning Aircraft and Missiles*, Edition 9, 22 September 1989), NATO STANAG 3102 (*Flight Safety Co-operation in Common Ground/Air Space*, Edition 4, 5 Jun 90), NATO STANAG 3113 (*Provision of Support to Visiting Personnel, Aircraft and Vehicles*, 7 May 1993), NATO STANAG 3318 (*Aeromedical Aspects of Aircraft Accident/Incident Investigation*), and NATO STANAG 3531 (*Safety Investigation and Reporting of Accidents/Incidents Involving Military Aircraft and/or Missiles*, Edition 6, 4 October 1991).

2.3.4. (Added) An Accident Investigation Board (AIB) will be convened if required by a bilateral or multilateral agreement (e.g., memorandum of understanding with the nation where the accident occurred or NATO STANAG).

2.8.1. Travel and billeting for USAFE AIB members will be funded by the individual's local FMA which will then seek reimbursement from the Director of Financial Management (HQ USAFE/FM) using normal unfunded requirement procedures. Local financial management will provide fund cites. Fund cites

must include, at a minimum, ESP Code 1R. Consult local finance office for guidance on payment of TDY travel.

2.8.5. (Added) Consult the Financial Management Program Control Branch (HQ USAFE/FMAM) and Military Law Division (HQ USAFE/JAM) for guidance on AIB funding issues.

3.1.2. After the convening authority identifies the AIB president and host installation commander, then the convening authority's SJA may sign the appointing documents, on behalf of the convening authority.

3.2.1. HQ USAFE/JAM tasks Numbered Air Force, Staff Judge Advocates to identify legal advisors for Class A mishaps. Where possible, the legal advisor will be from the same unit as the AIB president. The convening authority's staff judge advocate (SJA) prepares AIB appointment and host installation designation letters.

3.2.3. Coordinate any deletions in Part I material, other than normal personal information redactions, with HQ USAFE/JAM and the Director of Safety (HQ USAFE/SE). HQ USAFE/SE will advise the Air Force Safety Center (AFSC) of the change.

4.1.3. Coordinate appointment of AFRC members with the Air Force Reserve Advisor (HQ USAFE/CCV). Coordinate appointment of ANG members with the Air Force National Guard Advisor (HQ USAFE/CCG).

5.1.2. Review applicable STANAGs and other bilateral and multilateral agreements.

6.21. (Added) **Foreign National Witnesses.** Special procedures may be required for witnesses who are not US citizens. Consult host base SJA, HQ USAFE/JAM and International Law Division (HQ USAFE/JAI) for guidance on arranging, conducting, and documenting interviews of foreign nationals. As needed, the host base SJA will assist the host base liaison in arranging for an interpreter to participate in interviews of foreign national witnesses.

9.4.1. (Added) **Other Briefings.** If the accident involved personnel from other major commands (MAJ-COM), other Department of Defense (DoD) Components, allied forces, or prominent public officials, then additional briefings may be necessary or appropriate before public release. Military and government officials from the nations that were involved in the accident response or affected by the accident (e.g., personal injury, property damage, environmental damages) may require briefings. Consult Public Affairs Office (HQ USAFE/PA) and HQ USAFE/JAM for assistance in identifying and coordinating additional briefings.

9.9.3. AIB Reports are released to legal and safety officials of the nation where the accident occurred in accordance with memoranda of understanding, memoranda of agreement, or multi-lateral agreements (e.g., NATO Standardization Agreements). Consult HQ USAFE/JAM before releasing AIB Reports to foreign government authorities.

10.2. Release documentary evidence the AIB gathered or generated but did not include in the AIB Report to HQ USAFE/JAM. Coordinate in advance the transfer of evidence that requires the maintenance of strict chain of custody procedures.

10.7. After Air Force Legal Services Agency, Claims and Torts Division (AFLSA/JACT) approves release of mishap wreckage, the wreckage may be released to the source agency, owner, or office for appropriate disposition.

References (Added)

NATO STANAG 3101, *Exchange of Accident/Incident Information Concerning Aircraft and Missiles*, Edition 9, 22 September 1989

NATO STANAG 3102, *Flight Safety Co-Operation in Common Ground/Air Space*, Edition 4, 5 June 1990

NATO STANAG 3113, *Provision of Support to Visiting Personnel, Aircraft and Vehicles*, 7 May 1993)

NATO STANAG 3318, *Aeromedical Aspects of Aircraft Accident/Incident Investigation*

NATO STANAG 3531, *Safety Investigation and Reporting of Accidents/Incidents Involving Military Aircraft and/or Missiles*, Edition 6, 4 October 1991.

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